

CHICAGO AND WESTERN INDIANA RAILROAD COMPANY

AND

THE BELT RAILWAY COMPANY OF CHICAGO

CHICAGO AND WESTERN INDIANA RAILROAD COMPANY

THE BELT RAILWAY COMPANY OF CHICAGO

DEARBORN STATION • 47 WEST POLK STREET • CHICAGO 5, ILLINOIS

L. A. EVANS  
PRESIDENT  
AND GENERAL MANAGER

May 13, 1958

OUR WARMEST  
WELCOME  
TO YOU!

We are pleased to have you as our guest and to have this opportunity to give you a view of two of the largest and busiest terminal properties in the country.

We are proud of our railroads and our personnel of more than 3,000 for their efficient service to our community, one of the world's most highly industrialized transportation centers, and for performing the interchange requirement of traffic routed through Chicago.

Our program is on the next page. While the time allotted is short, it is our endeavor to make these few hours most interesting and informative for you.

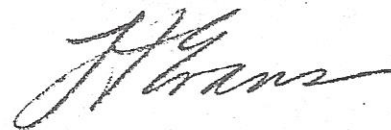
Your brochure gives a brief historical sketch of the Western Indiana and Belt Railway Companies, their facilities and operations, and a map which outlines in red the lines operated by the Western Indiana, and in yellow the property leased and operated by the Belt.

Turning to the map at the back of the brochure, our trip today will be south over the Western Indiana, red, from Dearborn Station to 74th Street, then west over the Belt Railway, yellow, to Clearing Yard. We will spend about thirty minutes at our Clearing hump yard operations. Our train will then go east over the Belt to South Chicago, and at South Deering will go back on the Western Indiana for return to Dearborn Station.

We will keep you posted over the public address system of your location and describe the points of interest.

Should you have any questions, please contact any of our personnel, identified by the yellow lapel card.

Sincerely,



TUESDAY - - - MAY 13, 1958

DAYLIGHT SAVING TIME  
P. M.

LEAVE  
DEARBORN STATION

1:30

over  
Western Indiana  
Red on map

BELT JUNCTION

1:52

over  
Belt Railway  
Yellow on map

ARRIVE  
CLEARING

2:21

leave train  
for view of  
hump yard  
operation

LEAVE  
CLEARING

2:51

over  
Belt Railway  
Yellow on map

PULLMAN JUNCTION

3:42

LEAVE  
SOUTH DEERING

4:30

over  
Western Indiana  
Red on map

ARRIVE  
DEARBORN STATION

5:00

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LAPEL IDENTIFICATION

WHITE - Guests

BLUE - Directors, and Members, Finance Committees  
Chicago and Western Indiana Railroad Company  
The Belt Railway Company of Chicago

YELLOW - Personnel  
Chicago and Western Indiana Railroad Company  
The Belt Railway Company of Chicago



## HISTORICAL

The original Chicago and Western Indiana Railroad Company was incorporated under the laws of the State of Illinois on June 5, 1879. Construction was begun in July of 1879 at Dolton, Illinois, north to the present location of the Dearborn Station, approximately 17 miles. In order to reach the industries at South Chicago and the Calumet River District, and connect with other railroads coming into the City of Chicago, two new companies were organized, the South Chicago and Western Indiana Railroad Company, incorporated on April 20, 1880, and the Chicago and Western Indiana Belt Railway Company, incorporated on April 22, 1881. With these two additional lines a complete belt line was created connecting with every railroad entering the city. On January 26, 1882 these three companies were consolidated into the present Chicago and Western Indiana Railroad Company. On November 22, 1882 a new corporation, The Belt Railway Company of Chicago, was incorporated, which under a lease from the Chicago and Western Indiana Railroad Company took over the operation of what is known as the Belt Division as a freight interchange and industrial operation.

CHICAGO AND WESTERN INDIANA RAILROAD

The Western Indiana owns a multiple track terminal railroad system, for the most part in Chicago and mostly above street level, consisting of 580 miles of track, of which 151 are classified as main tracks and 429 miles as yards and sidings. It provides the entrance into Chicago, yards, and other terminal facilities for the freight and passenger trains of its five owner companies,

Chicago & Eastern Illinois Railroad Company  
Erie Railroad Company  
Grand Trunk Western Railroad Company  
Monon Railroad  
Wabash Railroad Company

and use of Dearborn Station facilities and a portion of its main track for its long term tenant, The Atchison, Topeka and Santa Fe Railway Company.

The Western Indiana leases 53 miles of its main track and 327 miles of yards and sidings to The Belt Railway Company of Chicago, the Belt Division, under lease of November 1, 1912.

The capital stock of the Belt Railway is owned by twelve companies including the five owners of the Western Indiana, and

The Atchison, Topeka and Santa Fe Railway Company  
The Chesapeake and Ohio Railway Company  
Chicago, Burlington & Quincy Railroad Company  
Chicago, Rock Island and Pacific Railroad Company  
Illinois Central Railroad Company  
Pennsylvania Company  
Wisconsin Central Railroad Company.

A more detailed description of the Belt property and its operation will be given later.

That portion of the Western Indiana not leased to the Belt Railway is known as the TERMINAL DIVISION.



TERMINAL DIVISION

The Terminal Division, which is outlined in red on the map, operated by the Chicago and Western Indiana Railroad Company, is divided into common property, used jointly by the owner roads, the Western Indiana, and others, and exclusive property, leased to and used solely by the respective owner roads.

The jointly used property consists of the Dearborn Station; a four to six track elevated line between Dearborn Station and Oakdale on the Dolton Branch and to Pullman Junction on the main line, with two tracks between Oakdale and Dolton, and between Pullman Junction and the Indiana State Line (near Hammond); the 83rd Street freight yard, containing 14 tracks with a capacity of 647 cars; at 51st Street, 36 acres of coach yard and engine terminal facilities, comprising car repair shops, power plant, store houses and service tracks; at 26th and Canal Streets, a modern team track development and perishable terminal, with concrete driveways, 26 unloading tracks, gantry crane and other facilities, providing an unloading capacity of 400 cars daily.

The exclusive property consists of the C. & E. I. freight yard, between 31st and 38th Streets, with 10 tracks and capacity of 352 cars; the Wabash freight yard, between 43rd and 47th Streets, with 21 tracks and capacity of 753 cars; the Erie freight yard, between 49th and 55th Streets, with 46 tracks and capacity of 1,262 cars; seven large freight houses located in downtown Chicago, six of which are operated individually by the owner roads for the handling of their inbound and outbound less carload freight, and one leased to the Railway Express Agency.

The Terminal Division connects at Dolton with the main line of the C. & E. I., at the Indiana State Line with

4

the main lines of the Erie and Monon and the Eastern Division of the Wabash; at 74th Street with the St. Louis Division of the Wabash; at 49th Street with the main line of the Grand Trunk, and at 21st Street with the Santa Fe. The Terminal Division embraces 200 miles of track, of which 98 are classified as main track and 102 miles as yards and sidings.

All of the freight, passenger and auxiliary main tracks of the Terminal Division are laid with a minimum of 100 pound rail. Of the passenger main tracks approximately 90 per cent are laid with 112 to 115 pound rail, and the lighter rail is being gradually replaced with 115 pound rail. All ties are creosote-treated, and all tracks are fully tie-plated. Automatic block signals are installed over the entire length of the passenger tracks.

The Terminal Division provides freight and passenger terminal facilities and service for the five owner roads, which use it for a large part of their freight and all their passenger business to and from Chicago.

The Santa Fe, as a long term tenant, uses the facilities of the Dearborn Station, including a portion of the main tracks to 21st Street for its Chicago passenger train traffic.

The Belt, in addition to its lease of the Belt Division, has trackage rights over 18 miles of the Terminal Division, including 7 miles which give it access to the Ford assembly plant and a connection with the Chicago, South Shore & South Bend Railroad, both in the Calumet Industrial area.

Under a long-term lease the Elgin, Joliet and Eastern Railway Company operates over approximately 5 miles of the main line of the Western Indiana.

The Chesapeake and Ohio operate over approximately



8 miles of the main line of the Western Indiana between a connection with the Erie at the Indiana State Line and a connection with the Belt Division at Pullman Junction.

The service furnished by the Western Indiana to its owner roads consists of the switching of their passenger cars, and cleaning, repairing, servicing, and other incidental work performed at the coach yard and car shops in preparing trains for outbound movement.

The Western Indiana also operates, for its own account, an industrial switching service and a limited suburban passenger service.

The Western Indiana operations are completely Dieselized. The Western Indiana has an investment of \$3,861,325 in equipment, principally in 30 modern Diesel locomotives, of which 16 units valued at \$1,970,000 are leased to the Belt Railway.

On an average day approximately 135 freight trains handling in excess of 3,400 cars and approximately 61 passenger trains handling about 588 cars are operated over the Terminal Division by the Western Indiana, its owner roads, and its other tenant lines, representing an approximate annual movement of 71,500 trains and 1,470,000 cars.

#### R E N T A L

The five proprietary lines pay as rent, under their respective leases for the right to use the Chicago and Western Indiana, one-fifth of the interest on outstanding bonds allocated to the common property, plus 100 per cent of the interest allocated to the exclusively leased properties. These lines, together with the Santa Fe, pay the entire operating expenses and taxes applicable to the common property.

The five proprietary lines pay, in addition to the



rent for their exclusively leased properties, a portion of the general taxes assessed against the Chicago and Western Indiana, these taxes being allocated to the exclusively leased properties on a valuation basis.

The Santa Fe under its lease pays as rental a specified annual amount plus one-sixth of capital expenditures in territory covered by the lease, plus a wheelage proportion of operating expenses and taxes applicable to the territory covered by its lease, namely, from 21st Street to and including Dearborn Station.

#### REVENUES AND EXPENSES OF WESTERN INDIANA

The entire common property of the Western Indiana is a joint facility used in common by its tenants. Its tracks, yards, stations, roundhouse and coach yard are zoned and the cost of taxes, maintenance, and operation of each such zone is divided monthly between the users on an appropriate measure of use. All revenues or other income, less expenses of the Western Indiana in the management of its property and operation of its passenger and freight switching services, are, under its agreements, applied as a reduction of the rental payments made by its proprietors. In the event the net result of operations should result in a loss, that loss is made good monthly by its proprietors in equal proportions.

As a result, the Western Indiana can never have a deficit from the management or operation of its property, and its income will always equal the amount of the interest requirements on its outstanding obligations.



DESCRIPTION OF LINE

DEARBORN STATION (POLK AND DEARBORN STREETS) TO 12TH STREET  
(ROOSEVELT ROAD)

Main floor and mezzanine waiting rooms completely modernized; Fred Harvey operated restaurant and cocktail lounge.

Main trainshed consisting of 8 tracks for receiving and setting of passenger trains with 107 car capacity, also 3 auxiliary tracks for unloading mail and express with capacity of 9 cars.

Dearborn Annex consisting of 6 tracks with 35 car capacity, used for loading mail and express and temporary parking of passenger equipment arriving on early morning trains.

State Street mail terminal, used for handling outbound mail; 4 tracks with capacity of 25 cars and tailboard space for 23 trucks.

The Dearborn Station building contains sufficient space in its upper stories to house the entire general offices of the Chicago and Western Indiana Railroad and The Belt Railway Company of Chicago, as well as certain office space for the proprietary lines and Fred Harvey.

Taylor Street yard, immediately south of the station, consists of station approaches, switching leads and certain auxiliary tracks. This yard is used for certain switching operations, particularly the handling of head end cars containing mail and express.

12TH STREET TO 21ST STREET

Four tracks from 12th Street to 21st Street, a distance of 1.07 miles, used by the five proprietary tenants for both freight and passenger operations, by the Santa Fe for passenger train operation, by the Western Indiana for its suburban operations and the handling of proprietary line empty



passenger equipment en route to and from 51st Street Coach Yard.

21ST STREET TO 80TH STREET

From 21st Street to 80th Street freight junction and 81st Street passenger junction, a distance of 7.32 miles, there are two passenger main tracks, two freight main tracks, one auxiliary track from 21st Street to 40th Street and two auxiliary tracks from 40th Street to 80th Street, the latter being used principally for empty coach train movements and tenant line switching movements to and from their freight houses and the 23rd Street team yard.

In this territory are located the following facilities:

Twenty-third Street team yard with 26 tracks and capacity of 393 cars, used by the five proprietary lines, handling approximately 9,000 cars a year.

Exclusively leased freight yard of the Chicago and Eastern Illinois at 33rd Street with 10 tracks and capacity of 352 cars.

At 40th Street there is a wye track connection with the Chicago Junction Railway, giving to the users of the Western Indiana a direct connection with the line serving the Union Stock Yards.

Wabash exclusively leased freight yard at 47th Street with 21 tracks and capacity of 753 cars.

Erie exclusively leased freight yard at 51st Street with 46 tracks and capacity of 1,262 cars.

Engine terminal at 49th Street and coach yard at 51st Street, which are common property.

Suburban stations at 47th Street, 55th Street, 59th Street, 69th Street, 72nd Street, 79th Street, also the

Englewood passenger and freight station at 63rd Street.

The five proprietary lines of the Chicago and Western Indiana use this part of the road between 21st and 49th Streets. At 49th Street the Grand Trunk Western makes connection with its own tracks. The other four proprietary lines use the road between 47th Street and 80th Street freight junction and the 81st Street passenger junction, with the exception that the Wabash Railway passenger and freight trains to and from St. Louis leave and enter the Western Indiana tracks at a point near 74th Street. The Chicago and Western Indiana also uses this part of the line for its freight switching and suburban operations.

#### 80TH STREET TO DOLTON AND STATE LINE

South of 80th Street freight junction and 81st Street passenger junction, the Chicago and Western Indiana has two lines designated as the Dolton Line and the Hammond Line.

#### DOLTON LINE

#### 80TH STREET TO DOLTON, A DISTANCE OF 7.8 MILES

From 80th Street freight junction to Oakdale there is a double track line used by the freight trains of the Chicago and Eastern Illinois and the industrial switching crews of the Chicago and Western Indiana.

From 81st Street passenger junction to Oakdale there is also a double track line used by the passenger trains of the Chicago and Eastern Illinois and the suburban trains of the Chicago and Western Indiana.

In this area immediately south of the 80th Street freight junction is located the 83rd Street Yard of the Chicago and Western Indiana, with 14 tracks and capacity of



647 cars, where the Western Indiana interchanges freight business with the Chicago and Eastern Illinois, Erie, Monon, Wabash, and the Belt Railway. In this area are also located the 87th Street material yard and storehouse facilities.

Oakdale to Dolton is a double track line used by the Chicago and Eastern Illinois for both freight and passenger train operation, and by the Chicago and Western Indiana for its industrial switching and suburban operations.

In the territory Oakdale to Dolton are located suburban stations at Oakdale, Euclid Park, Fernwood, North Roseland, Roseland, Sheldon Park, Kensington and Dolton also team tracks at Roseland, Kensington and Dolton. In this territory are also located most of the industries served by the Western Indiana, some of which are also served by the Chicago and Eastern Illinois Railroad.

#### HAMMOND LINE

#### 80TH STREET TO STATE LINE, A DISTANCE OF 10.8 MILES

From 80th Street to Pullman Junction, a double track main line, used by the freight trains of the Erie, Monon, and the Eastern Division of the Wabash. From 81st Street passenger junction to Pullman Junction there is also a separate double track line used by the passenger trains of the Erie and Monon.

Pullman Junction to 110th Street, three tracks with double track from 110th Street to State Line with two auxiliary sidings (one on each side of the two main tracks) between Burnham and State Line, a distance of 1 mile, with capacity of 209 cars.

THE BELT RAILWAY COMPANY OF CHICAGO

The Belt Railway Company of Chicago leases the Belt Division from the Chicago and Western Indiana Railroad Company under lease dated November 1, 1912.

One of the provisions of this lease gives the Belt Railway the option to purchase the Belt Division from the Western Indiana at the expiration of the lease on September 1, 1962, in accordance with a price formula set out in the lease.

The Owner Companies of The Belt Railway Company of Chicago are:

The Atchison Topeka and Santa Fe Railway Company  
The Chesapeake and Ohio Railway Company  
Chicago & Eastern Illinois Railroad Company\*  
Chicago, Burlington & Quincy Railroad Company  
Chicago, Rock Island and Pacific Railroad Company  
Erie Railroad Company\*  
Grand Trunk Western Railroad Company\*  
Illinois Central Railroad Company  
Monon Railroad\*  
Pennsylvania Company  
Wabash Railroad Company\*  
Wisconsin Central Railroad Company

\*Also Owner Companies of Chicago and  
Western Indiana Railroad Company

Under an operating agreement dated November 1, 1912, these twelve companies enjoy operating rights for the movement of their trains over the Belt Division.

BELT DIVISION

The Belt Division, colored yellow on the map, operated by The Belt Railway Company of Chicago, consists of 24 miles of double track main line (portions with 3 and 4 main lines) extending from a connection with the Western Indiana at South Deering, in the southeastern section of Chicago, to Cragin, Cicero and Grand Avenues, in the northwestern section of Chicago; 330 miles of yard tracks; the Clearing Hump Yard, the heart of its operations, embracing an area of 509 acres and an aggregate



of 171 miles of track with a standing capacity of 11,307 cars; 7 yards with capacity of 8,777 cars and yard just east of Clearing with capacity of 1,109 cars, leased to the Chesapeake and Ohio; modern icing facilities, and stockyard feeding facilities.

Most of the main line is laid with 115 pound rail and yard tracks with 100 pound rail. Ties are creosote-treated and all tracks are tie-plated.

Automatic block signals are installed on about 40 per cent of the main line.

The Belt is completely Dieselized with 54 Diesel units aggregating 65,280 H. P.

The Belt Railway connects with all trunk lines and with practically all switch lines operating in the Chicago area, and through its extensive facilities provides interchange service for the movement of cars between all of these railroads. The Belt Railway also provides industrial switching service to over 400 industries located along its line, modern icing facilities for servicing of perishable freight, and stockyard facilities for feed, water and rest of stock in transit.

#### DESCRIPTION OF LINE

##### CLEARING YARD

Clearing Yard, the heart of the Belt Railway's operations, about five miles in length, embraces an area of 509 acres with an aggregate of 171 miles of track.

It is the Belt Railway's main classification yard and the established interchange point for substantially all of the business received from and delivered to its twelve owner lines. This yard has a standing capacity of 11,307 cars divided among the following units:

East Classification Yard	- 55 tracks	- 2,888 cars
East Receiving Yard	- 16 "	- 1,737 "

East Departure Yard	- 24 tracks	- 1,806 cars
West Classification Yard	- 35 "	- 1,916 "
West Receiving Yard	- 22 "	- 1,524 "
West Departure Yard	- 20 "	- 1,436 "

The classification work is performed by means of hump operation with electro-pneumatic controlled switches and car retarders. Cars are humped simultaneously to the east and west classification yards. There are two tracks over the hump for each classification yard, served by four approach tracks for westbound humping and by five approach tracks for eastbound humping. Approximately 7,000 cars can be classified in a 24 hour period.

Immediately north of the hump and the East Classification Yard are located the power house, engine terminal facilities, store house, and Diesel shop with modern servicing and repair facilities.

A facility for icing perishable freight is located along the west hump approach tracks, and a stock yard for feed, water, and rest is located at the west end of the West Receiving Yard.

The Belt serves some 155 industries located in the Clearing Industrial District.

Approximately 1,000 acres of land immediately south of Clearing Yard, owned by the Clearing Industrial District, Inc., are available for industrial development.

#### CLEARING (EAST END SWITCHES) TO CRAGIN

The main line of the Belt Railway continues as a double track railroad from the east end of the Clearing yard to Cragin, a distance of 11.35 miles, for the most part elevated above street level. At Cragin, its northern terminus, it makes connection and has interchange arrangements with the Chicago and North Western Railway and the Chicago, Milwaukee,



St. Paul and Pacific.

The Belt serves some 160 industries in this territory.

Four yards with capacity of 2,935 cars are also located in this area, at

LeMoyné	162 cars	- Interchange with G. M. & O.
Hawthorne	275 cars	- Interchange with the Illinois Central (Western Division), C. B. & Q., C. & I. W.
22nd Street	1415 cars	- Interchange with C. G. W., Soo Line, B. & O. C. T., M. J. (Western Electric).
Cragin	1083 cars	- Interchange with C. & N. W. and C. M. St.P. & P.,

This part of the line is used by the transfer trains and industrial crews of the Belt Railway, transfer trains of the Santa Fe, Burlington, Illinois Central (Western Division) and Soo Line.

At 55th Street the main line connects with the double track line which extends between that point and the entrance to the Clearing West Yard, a distance of 4 miles.

#### ELSDON BRANCH

This single track line extends from 55th Street to the Santa Fe connection at their Corwith Yard, a distance of 1.5 miles, and is used by transfer trains of the Belt Railway and the Santa Fe Railway.

#### CLEARING (EAST END SWITCHES) TO 80TH STREET

This part of the line has three tracks from the east end of Clearing Yard to Western Avenue; two tracks from Western Avenue to Belt Junction, and four tracks between Belt Junction and 80th Street, crossing the Grand Trunk Western at Hayford, the Baltimore and Ohio and Pennsylvania (Panhandle Division) near Western Avenue and junction with the Wabash near Western Avenue. These tracks are elevated from Western Avenue to 80th Street.

It is used by the transfer trains and industrial crews of the Belt Railway, also trains of the Pennsylvania (both Fort Wayne and Panhandle Divisions), Illinois Central,



SOUTH CHICAGO DISTRICT TO SOUTH DEERING (112TH STREET)

Just east of Pullman Junction are the Jeffery and Commercial Avenue yards with a total of 36 tracks and capacity of 2,230 cars.

In the Jeffery Avenue Yard interchange is made with the Pennsylvania, Nickel Plate, New York Central, Elgin, Joliet and Eastern, Chesapeake and Ohio (Northern District), Rock Island, and Chicago Short Line.

In the Commercial Avenue Yard interchange is made with the Illinois Central, and during the season of navigation, March through November, this yard is used extensively as a classification yard for coal moving to the Rail to Water transfer facilities at 100th Street and the Calumet River.

The 100th Street Yard, which lies between 100th and 105th Streets, with 6 tracks and capacity of 269 cars, is used principally for the receipt of cars from the Chicago West Pullman and Southern, Elgin, Joliet and Eastern, and for the handling of business moving to and from the industries in this district.

In addition to the 100th Street Yard, there are 84 yard tracks with capacity of 2,381 cars between 100th and 103rd Streets for the storage of coal moving to the Rail to Water facilities and grain moving to elevators.

A single track, approximately 1 mile with team track at Harbor Avenue, extends from the Commercial Avenue yard at 94th Street to the South Works of the U. S. Steel Corporation, in the vicinity of 91st Street and the Calumet River, used primarily for deliveries to the Elgin, Joliet and Eastern, which serves the South Works, and for delivery by the E.J. & E. to the Belt.

There is a single track from 105th Street to 112th Street, South Deering, the southern terminus of the Belt Railway, where connection is made with the Western Indiana. This line, together with trackage rights over the Western Indiana South of 112th Street, is used for movements to and from the Chicago Short Line, Chicago and North Western Railway (reached by the Belt Railway over Calumet Western tracks under trackage agreement), Ford Plant, located at 130th Street, and the Chicago, South Shore and South Bend at Hegewisch.



CHICAGO REGIONAL PORT DISTRICT

At Pullman Junction, the Belt interchanges with the Pullman Railroad, acquired and operated since 1950 by the Chicago, Rock Island and Pacific Railroad Company. This railroad is approximately five miles long and serves the newly developed Chicago Regional Port District facilities on Lake Calumet.

There is now before the Interstate Commerce Commission application of the Belt Railway and other roads for authority to serve the Chicago Regional Port District facilities on Lake Calumet by trackage rights, as shown in blue on the map, over the Illinois Central, Kensington and Eastern, South Shore and Pennsylvania.

An initial investment of \$24 million dollars has been made by the Port District in two 6-1/2 million bushel elevators, leased to Chicago grain operators, a 5,700 foot dock along which has been constructed three marine transit sheds, one containing 172,000 sq. ft. and the others containing 72,000 sq. ft. each, and a back-up warehouse containing 200,000 sq. ft. These facilities have been leased to and are being operated by private interests.

The Chicago Regional Port District has plans to ultimately develop the entire Calumet lake front area. Ground has been set aside for a tank farm operation. The Port District has concluded arrangements with Southeast Terminals, Inc. whereby the Southeast Terminals, Inc. will spend \$20 million dollars in structures designed to facilitate the transfer of cargo to all types of transportation.